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CLASSIFICATION SECRET		25X1
COUNTRY East Germany	REPORT	25X1
TOPIC Schoenefeld Airfield		25X1
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EVALUATION	PLACE OBTAINED	25X1
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REMARKS		
This is UNEVALUATED Information		

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1. The following civilian air activity was observed at Schoenefeld airfield between 1 July and 1 August 1955:

1 July. At 1600, the twin-engine aircraft arrived from Prague and landed.

2 July. At 0800, aircraft took off for Prague.

3 July. At 1500, twin-engine aircraft arrived from Belgrade and landed. 25X1
At 1600, twin-engine aircraft with tail wheel arrived from 25X1
Belgrade and landed.

5 July. At 1300, twin-engine aircraft with tail wheel arrived from 25X1
Prague and landed.
At 1310, twin-engine aircraft with tail wheel arrived from
Prague and landed.
At 1330, twin-engine aircraft arrived from Prague and landed.
At 1500, the three twin-engine aircraft mentioned took off for Prague.
At 1600, twin-engine aircraft with nose wheel arrived from 25X1
Moscow and landed.
At 1610, twin-engine aircraft with tail wheel arrived from
Budapest and landed.
At 1700, twin-engine aircraft with nose wheel arrived from
Moscow and landed.
At 1710, twin-engine aircraft with tail wheel arrived from
Belgrade and landed.
At 1730, twin-engine aircraft with tail wheel arrived from
Belgrade and landed.

6 July. At 1300, twin-engine aircraft with tail wheel arrived from
Prague and landed. This aircraft had a green coat and red designation
figures.
At 1500, twin-engine aircraft with nose wheel arrived from 25X1
Moscow and landed. This transport aircraft had no seats and transferred
a coffin, possibly that of Ambassador Apelt, from Moscow to the GDR.
At 1800, twin-engine aircraft with tail wheel arrived from 25X1
Prague and landed.

9 July. At 1730, twin-engine aircraft with nose wheel arrived from
Moscow and landed.
At 1740, twin-engine aircraft with nose wheel arrived from 25X1
Moscow and landed.

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12 July. At 1310, twin-engine aircraft [redacted] with tail wheel arrived from Belgrade and landed.
 At 1500, twin-engine aircraft [redacted] with tail wheel arrived from Belgrade and landed.
 At 1530, twin-engine aircraft [redacted] with tail wheel arrived from Budapest and landed.
 At 1700, twin-engine aircraft [redacted] with nose wheel arrived from Moscow and landed.
15 July. At 1300, twin-engine aircraft [redacted] with tail wheel arrived from Sofia and landed.
 At 1310, twin-engine aircraft [redacted] with nose wheel arrived from Moscow and landed.
 At 1600, twin-engine aircraft [redacted] with tail wheel arrived from Belgrade and landed.
 At 1700, twin-engine aircraft [redacted] with tail wheel arrived from Prague and landed.
26 July. At 1500, twin-engine aircraft [redacted] with tail wheel arrived from Sofia and landed. 25X1
 At 1600, twin-engine aircraft [redacted] with tail wheel arrived from Sofia and landed.
 At 1700, twin-engine aircraft [redacted] with tail wheel arrived from Prague and landed.
 At 1800, twin-engine aircraft [redacted] with nose wheel arrived from Moscow and landed.
27 July. Between 0700 and 0900, all the aircraft mentioned above took off.
30 July. At 1300, twin-engine aircraft [redacted] with nose wheel arrived from Warsaw and landed. 25X1
 At 1400, aircraft [redacted] took off 25X1
 At 1415, twin-engine aircraft [redacted] with nose wheel arrived from Moscow and landed. 25X1
 At 1600, aircraft [redacted] took off for Moscow. 25X1
1 August. At 1300, twin-engine aircraft [redacted] with nose wheel arrived from Warsaw and landed. 25X1
 At 1400, aircraft [redacted] took off 25X1

It was observed, that during the past eight days, the number of aircraft landing at Schoenefeld airfield decreased. In particular it was noted that no planes had arrived from Sofia since the incident of the Israeli aircraft being shot down. Regular air traffic was scheduled to be established again on 13 August. 25X1

2. Flying by the Soviet air force unit stationed at Schoenefeld airfield was generally practiced between 1600 and midnight during the period between late June and mid-July, and between 1900 and 0400 during the period between mid-July and early August. Take-offs, landings, and local flights were made. It was learned from personnel in the flight control center, that training with Pe-2s was terminated in mid-July 1955. Since mid-July, only twin-engine aircraft were involved in air activity. Young pilots practiced flying at daytime, while the old pilots held flying practices at night. Since civilian air activity was transferred to Diepensee airfield, the number of Soviet military aircraft stationed at Schoenefeld airfield increased. 25X1
- On 13 July, 23 Li-2s, 1 single-engine aircraft, and 1 twin-engine aircraft (special aircraft) were parked at the area near the hangar on the northern edge of the airfield. The special aircraft were only temporarily stationed at Schoenefeld airfield. Three Pe-2s, 5 twin-engine aircraft with tail wheel, 1 twin-engine aircraft with nose wheel, and 1 Yak-14 were parked at the parking area northeast of Schoenefeld. 25X1

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3. The German employees at Schoenefeld airfield received yellow preliminary identification cards on 4 July 1955. Forms issued by the Ministry of Interior were used for these identification cards. The word "Stabskommandant" (chief of staff) was crossed out. The identification card had the following pattern:

Government of the German Democratic Republic

Ministry of the Interior

Identification Card No....

Name First Name

Born on...

is permitted to enter the building at Diepensee airfield between 0000 and 2400.

DPA (German identification card) No

Signature

Brun

This identification card measured 10.5 x 7.5 cm.

The control within the area of Diepensee airfield was executed by Volkspolizei since 2 July 1955. A total of 30 German police-men were stationed at the field. A section of the fuel depot, which was located between Diepensee and Kienberg, was guarded by Soviet soldiers wearing cellar patches.

The names of the foreign pilots could not yet be identified. Since the airfield has been taken over by the Germans, the control had become more strict.

On 10 July 1955, the total civilian air traffic was turned over to the Germans. Since 11 July 1955, the total civilian air traffic was concentrated at Diepensee airfield. Soviet civil aircraft were still being dispatched by Soviet personnel and Soviet civil aircraft from the Satellite States were dispatched by GDR. The HO (trade organization) hotel was opened on 11 July.

The new weather station was established in the western hangar above the Soviet hotel. Two used type Triumph radio transmitting teleprinters were transferred from Brandeburg station.

4. In late June and early July 1955, 20 employees from Saxony of the GDR Lufthansa were observed at Diepensee. Workers, employed by the Soviets and who were scheduled to transfer over to the Lufthansa 1 July, are still employed by the Soviets. A new weather station was erected by the Lufthansa. A member of the former weather station at Diepensee who was temporarily employed at the Potsdam observatory, was in charge of the establishment of the new weather station. It was rumored, that he was scheduled to become the chief of the station. Since 3 July, Soviet passenger planes, which were previously parked at Diepensee, were now observed at Schoenefeld airfield.¹
5. The following air activity and aircraft were observed at Schoenefeld airfield: 26 July. In the morning transport aircraft No. 12 made several local flights over the airfield.

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Between 0930 and 1300, the following aircraft were observed parked at Schoenefeld airfield:

- 5 twin-engine transport aircraft with tail wheel in the northeastern corner
- 4 twin-engine transport aircraft with tail wheel at the runway
- 6 twin-engine transport aircraft with tail wheel in front of the western hangar
- 5 twin-engine transport aircraft of a new type with nose wheel at the eastern end of the runway
- 1 Yak-14 in the northeastern corner
- 1 twin-engine transport aircraft and with tail wheel near the runway.

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The transport aircraft of new types had two radial engines. Wings and leading edges of tail units were cornered. The cabins had less windows as compared to known twin-engine aircraft. The planes had slight coat. The leading edges of tail units were painted red.

27 July. Between 0745 and 0815, five transport aircraft of a new type made local flights.²

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- 6. The four mast radio station remained unchanged at a point on the western extension of the runway. Some days before 26 July, the radio installation was enlarged. An AA 4 MK 3 set was observed east of the western hangar south of Gate III. An additional two-mast radio station was located at the Hedwigsheer Hill. The masts of this station were about 20 meters high and were erected at a distance of about 40 meters. Three antenna wires extended from the middle of the masts to two radio trucks which were parked there. A cable, about the thickness of one finger, lead from the radio trucks to the main mast at Hedwigsheer Hill.³
- 7. Recently, civilians have been doing surveying at Schoenefeld airfield. South of the runway at a distance of about 80 meters, a parallel strip, about 60 meters wide, was set out in the length of the old runway. Presumably the construction of a new runway is being planned. Construction work on buildings in the Miessensee area was still done on 26 and 27 July. These buildings were guarded by VP.

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10. It was learned that Kiesling (fau), who came from Leipzig ~~Machine~~, and Freiherr von Gablenz (fau) were no longer considered as candidates for the post of chief of the GDR Lufthansa airfield at Scheemfeld. The following persons were taken into consideration: VP Colonel Reesner (fau) of the Ministry of Interior as chief of the Lufthansa and Reesler (fau) as chief of the airfield. 25X1

11. Chief of the meteorological station at the airfield was Richard Lehmann, a meteorologic technician who came from Potsdam. He cooperated with Dr. Kuehne (fau) from the Meteorologic-Hydrological Service at Potsdam. Chief of the meteorological radio station was one Mehlhorn (fau) who came from Warnemuende and who was also in charge of administration of the meteorological station. Six to 7 meteorologic technicians including one Matthes (fau) were employed at the station. Matthes was formerly employed at the teleprinting service of the "Taegliche Rundschau" newspaper. He was SED member and was said to speak Russian. These meteorological stations only served the Czech and Polish air lines. Four take-offs were made per day. So far, the Lufthansa has had no aircraft of its own. The Soviet air line was still served by the Soviet meteorological station at Scheemfeld. The Sea-Hydrological Service at Warnemuende was connected to the teletype network of the meteorological station. 25X1

12. At present, types "Baby" and "SG 38" gliders were constructed at Gotha. 25X1

13.

1. Comment. The total air traffic was handled from Dispensee airfield. Airlines from the Satellite States were parked at Dispensee, Soviet airlines were parked at Scheemfeld. 25X1
2. Comment. From the description it is believed that these are Il-14s. 25X1

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3. Comment. It is still undetermined if the enlarged radio stations are to be connected with a possibly planned intensified civilian air traffic or if pilots, possibly of the GDR Lufthansa, will be trained in approach procedures. Such training in approach procedures was reported previously.

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5. Comment. It is known that VEB Apparatebau (construction of apparatuses) Lemmatzsch plans to construct 35 gliders of types "Grunau Baby" and "Meise" according to the 1955 production plan.

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